

United States Department of the Interior  
National Park ServiceNational Register of Historic Places  
Inventory—Nomination Form

For NPS use only

received

date entered

See instructions in *How to Complete National Register Forms*  
Type all entries—complete applicable sections**1. Name**

historic Long Shoals Bridge

and/or common Osage River Bridge

**2. Location**

street &amp; number 5 miles east and 1 mile south of Fulton n/a not for publication

city, town Fulton ☒ vicinity of

state Kansas code 15 county Bourbon code 11

**3. Classification**

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	n/a	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

**4. Owner of Property**

name Bourbon County

street &amp; number Bourbon County Courthouse

city, town Fort Scott n/a vicinity of state Kansas

**5. Location of Legal Description**

courthouse, registry of deeds, etc. Register of Deeds

street &amp; number Bourbon County Courthouse

city, town Fort Scott state Kansas

**6. Representation in Existing Surveys**Inventory of Historic Bridges—  
title Kansas Department of Transportation has this property been determined eligible? ☐ yes ☒ nodate 1980-83 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Kansas State Historical Society

city, town Topeka state Kansas

## 7. Description

**Condition**☐ excellent☒ good☐ fair☐ deteriorated☐ ruins☐ unexposed**Check one**☒ unaltered☐ altered**Check one**☒ original site☐ moved

date \_\_\_\_\_

**Describe the present and original (if known) physical appearance**

The Long Shoals Bridge spans the Osage River 6 miles east and 1 mile south of Fulton, Kansas at a point once known as the Long Shoal Ford.

The bridge is the most ornate example of a Parker high steel truss known to exist in Kansas today. It is 176 feet long and its 14 foot wide deck lies 14 feet above the low water level. This structure is unique from most Parker designs in that it has vertical end posts that extend above the upper chord ending in decorative end caps and connected by latticework portal bracing.

## 8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1902

Builder/Architect

Midland Bridge Company

### Statement of Significance (in one paragraph)

The Long Shoals Bridge near Fulton, Kansas retains its integrity of location, design, setting, materials, feeling and association. It embodies the distinctive characteristics of a type and method of construction no longer being used today and, as such, may yield information important to the history of engineering.

The Long Shoals Bridge began making the news on July 3, 1902 when the Fort Scott Monitor reported its collapse before construction had even been completed. The article stated that there had been some concern about the condition of the abutments which "were built some time ago and the work on them was reported to have been done in a very careless way."

It was believed that the stone used in the abutments was too soft to withstand the combined attacks of the weather and the river. By the time construction had begun on the bridge superstructure, cracks already began to appear in the masonry work.

The Monitor article went on to say that C. E. Stewart, the engineer in charge of the Midland Bridge Company's construction work, had told the county commissioners that the abutments were unsafe and would not even hold the dead weight of the bridge itself, but he was told to go ahead with the construction. Stewart continued under protest and was killed the morning of July 3, 1902 when the bridge collapsed. According to the Fort Scott Monitor of July 5, 1902 John Mozier, another contractor, was also killed and several other workmen had been injured. The article further stated, however, that the abutments were not to blame for the accident but that the "false piers on which the men were compelled to stand while at work were known to be unsafe."

Whatever the cause, the abutments were to be rebuilt. The Fulton Independent of July 18, 1902 reported that this time the county was to furnish the materials and the contractors, Griffith and Herman, would do the work without charge.

Several lawsuits followed the accident and on December 5, 1902 the Fulton Independent wrote, "The county authorities refuse to pay the bridge company for the Long Shoals Bridge, so we learn, unless the bridge company will indemnify the county against certain damage suits now pending in the courts."

THIS STATEMENT REFLECTS CURRENT KNOWLEDGE AND IS SUBJECT TO CHANGE.

## 9. Major Bibliographical References

See Continuation Sheet

## 10. Geographical Data

Acreage of nominated property Less than 1 acre

Quadrangle name Richards, Mo.-Kans.

Quadrangle scale 1:24,000

UTM References

A 

1	5
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3	5	7	6	1	0
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4	2	0	6	3	1	0
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Zone Easting Northing

B 

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Zone Easting Northing

C 

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D 

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Verbal boundary description and justification

That property on and over which the bridge is built 6 miles east and 1 mile south of Fulton, Kansas. S36-T23S-R25E. Includes bridge superstructure as well as supporting abutments.

List all states and counties for properties overlapping state or county boundaries

state	n/a	code	county	code
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state	code	county	code
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## 11. Form Prepared By

name/title Larry Jochims, Research Historian and Michael Snell

organization Kansas State Historical Society date 2/20/85

street & number 120 West 10th telephone (913) 296-2973

city or town Topeka state Kansas

## 12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☒ state ☐ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Executive Director, Kansas State Historical Society date

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior  
National Park Service**

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Continuation sheet

Item number 9

Page 1

"Bridge is Unsafe," Fort Scott Weekly Tribune, July 3, 1902, p. 4, c. 2.

"New Bridge Fell In," Fort Scott Monitor, July 3, 1902, p. 1, c. 6.

"Two Men Killed," Fulton Independent, July 4, 1902, p. 2, c. 4.

"Local News," Fulton Independent, July 4, 1902, p. 3, c. 3.

"Was a Terrible Accident," Fort Scott Monitor, July 5, 1902, p. 4, c. 2.

"The Long Shoals Bridge," Fulton Independent, July 11, 1902, p. 2, c. 3.

"The Bridge Disaster," Fulton Independent, July 11, 1902, p. 2, c. 4.

"Local News," Fulton Independent, July 11, 1902, p. 3, c. 3.

"It is a Compromise," Fulton Independent, July 18, 1902, p. 3, c. 4.

"Local News," Fulton Independent, October 24, 1902, p. 3, c. 4.

"Local News," Fulton Independent, December 5, 1902, p. 3, c. 2.

"Local News," Fulton Independent, February 20, 1903, p. 3, c. 3.

"Local News," Fulton Independent, April 3, 1903, p. 3, c. 3.

T. Allan Comp and Donald Jackson, "Bridge Truss Types," American Association For State and Local History Technical Leaflet 95, History News, Vol. 32, #5, May 1977.

(Mound City)  
125,000

UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

STATE OF  
KANSAS  
GEOLOGICAL SURVEY  
EDWARD L. CLARK

Long Shoals Bridge  
Richards, Kansas  
T. 23 S.  
R. 25 E.  
S. 35

T. 24 S.

500,000  
FEET KANS.

